

REPORT

OF THE

CANAL COMMISSIONERS

OF

PENNSYLVANIA,

TO THE GOVERNOR,

FOR THE YEAR ENDING 31ST OCTOBER, 1832

READ, DECEMBER 6, 1832.

HARRISBURG:

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1832.**

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Canal Commissioners Report.

CANAL COMMISSIONER'S ROOM,

November 29th, 1832.

To his Excellency **GEORGE WOLF,**

Governor of Pennsylvania.

SIR—By order of the Board of Canal Commissioners, I have the honor of transmitting to you their annual report, up to the 1st November, instant, and accompanying documents.

JAMES CLARKE, President.

The Canal Commissioners respectfully submit the following Report:

The new work on the main line between Philadelphia and Pittsburg, since last February, and upon the other lines since last June, has progressed steadily and energetically towards completion. The season has been an uncommonly good one, and by the blessing of Divine Providence, the general health of the citizens throughout the state, and especially along our river valleys, has been uninterrupted by the diseases incident to the season.

The works upon several of the canal and rail-road lines, which had been placed under contract by authority of the act of the 21st March, 1831, were retarded by the severity of the winter, and an inadequate supply of funds. Hence operations upon the Wyoming, Lycoming, French Creek, Beaver and Columbia lines, upon the Lewisburg Side-cut, and a portion of the Columbia and Philadelphia rail-road, were for several months, either partially, or entirely suspended.

A detail of the progress made upon each of the divisions, will be given under their respective heads.

COLUMBIA AND PHILADELPHIA RAIL-ROAD.

Measures had been adopted by the canal commissioners for laying, in the first place, a single track of rails upon this road, from Philadelphia to Columbia; but by the provisions of the act of the thirtieth of March, 1832, their operations were limited

1st: To a double track, with all other things necessary to render the road useful for transportation on twenty-two miles from Philadelphia westwardly.

2d. To grading the ungraded part of the road; and

3d. To completing the road, by progressing westwardly from the western end of the said twenty-two miles.

The sum appropriated by the act of the thirtieth March, 1832, was eight hundred and ten thousand dollars. From an estimate made by the engineer of the line in May last, it appeared that there was required

For finishing twenty-two miles of the road with double tracks,	\$493,150 63
For grading the ungraded part of the road,	315,666 34
	<hr/>
	\$808,816 97

Hence the canal commissioners were compelled to set apart the whole appropriation, to cover the two first objects contemplated by the law; and also to suspend all further operations upon the single track of twelve and a half miles under contract, near to Columbia, upon which work had been done at that time, to the amount of seventeen thousand, nine hundred and seventy-nine dollars and ninety-six cents. They were also precluded from making any arrangements for procuring timber, stone and iron, for the rest of the road. Iron rails are procured from England; and the experience of two seasons has proved, that it cannot be manufactured to pattern, and delivered in this country, sooner than from six to nine months after authority is given by the Legislature, for entering into contracts. The restrictions in the law have in effect postponed the completion of this link in the great chain of communication between the east and the west, near a year longer than was anticipated by the board at the date of their last report.

A single track, with sideings, has been finished (except the viaduct over the river Schuylkill,) from Philadelphia to the junction with the West Chester rail-road. It was first used on the twentieth of September; and on the eighteenth of October the road was so far completed as to be partially opened for public use, from which time to the first of November, instant, 1832, passengers have been carried along it in stages.

The second track, of twenty two miles, is in rapid progress, and may be completed by the first of next January. The south track for the whole distance of twenty-two miles will be formed with edge rails and stone blocks; and the north track will be partly stone sills and partly wooden rails, both plated with flat bars of iron.

The road bed formation and mechanical work on twenty miles more of the division have been ready for the rails for near two years: and the work on the other forty miles is so near being completed, that by the first of next February the viaducts over Schuylkill, Valley creek, and West Brandywine, and the deep cut at Hendersons will be the only unfinished jobs of any conse-

quence, to prevent a continuous track of rails from being laid along the whole road.

The viaduct over the river Schuylkill has not progressed as fast as was expected; but the work is well done. It will be a good substantial structure, one thousand and eight feet long, supported by six piers and two abutments. The superstructure is to have four distinct trusses, admitting of three separate passages, one in the middle with a clear width of four feet for foot passengers, and one on each side with a clear width of eighteen feet six inches, for a carriage or road way, and for a track of rails, making together a clear width of forty-one feet.

There will be about nineteen thousand three hundred perches of solid masonry in the piers and abutments of this viaduct. The foundation of one of the piers is sunk thirty feet below, and the superstructure will be thirty-three feet above top water in the river; one foot below water line the thickness of the piers is nineteen feet six and one quarter inches, and their length, exclusive of the angular head is fifty-nine feet three and one half inches.

Hopes are entertained that the viaduct may be rendered passable by July, and finished by September, 1833.

The viaduct across Valley creek, two miles east of Downingtown, has four spans, and is five hundred and eighty-nine feet long, the piers are fifty-eight feet high, it may be finished by the first of July next.

The viaduct over West Brandywine at Coatsville will be eight hundred and fifty feet long with six spans. The piers will be seventy-three feet high, and with the abutments will contain fourteen thousand perches of masonry. This work has been thrice let, and will probably be the last job on the road formation in being completed. With proper exertions on the part of the contractors, it may be finished by November, 1833.

The deep cut through a gap in the Mine Ridge, at Hendersons, is the last heavy unfinished job. The cut is at one place thirty-seven feet deep; the most difficult part of the excavation is in Hendersons meadow. The soil is full of springs, and when excavated exhibits a quicksand for a considerable depth, upon the removal of which the adjacent slopes cave in; the whole extent of this difficulty is about two hundred and thirty yards in the line of the road. A part of this section has been twice re-let, and is divided into two jobs to hasten its completion. Expectations are entertained that it will be prepared for the rails by the first of May next.

In conformity with a resolution of the Legislature dated the twenty-fourth of April, 1832, the sum of sixty thousand dollars of the sum appropriated to the Columbia and Philadelphia railroad has been set apart for the purpose of assisting the city of Lancaster to construct a rail-road between the Little and Big Conestogo bridges, so as to pass through the business parts of the city.

By a subsequent resolution of the Legislature, passed on the ninth of June last, the canal commissioners are directed to pay of the monthly estimates during the progress of the work pro rata of the amount necessary to complete that part of the road.

Major Wilson, the engineer upon the rail-road has estimated the whole work required between the said bridges to cost eighty-seven thousand, seven hundred and nineteen dollars, fifty-seven cents, therefore the superintendent of the division has been directed to pay two thirds of the monthly estimates, upon the production of legal vouchers by the city of Lancaster for the payment of her proportion as required by law. The whole amount paid by the superintendent for work done to the thirty-first of October, is five thousand and three dollars and eighteen cents.

With a view to hasten the completion of a line between Philadelphia, the Susquehanna and the west, it is contemplated to lay one track from the western termination of the twenty-two miles to Columbia upon wooden sills. A single track, with sideings and turn outs, and under proper regulations for using it, may accommodate the trade until the second track can be laid in a more durable manner with stone blocks and edge rails.

It appears that the average cost of the railway superstructure, on twenty-two miles, is—for laying a single track of rails with granite sills and flat iron bars, including the cost of the iron, eleven thousand, one hundred and eighteen dollars and thirty-three cents per mile; for laying a single track of rails, with stone blocks and edge rails, including cost of the iron, ten thousand, three hundred and thirty-one dollars and sixty-three cents per mile; and for laying a single track of rails with transverse sills, and rails of wood and flat iron bars, five thousand five hundred and seventy-nine dollars and twenty-five cents per mile.

A Statement of the funds appropriated to the Columbia and Philadelphia rail-road, and disbursements made from the 21st March, 1831.

Amount appropriated by the act of the twenty-first March, 1831,	\$600,000 00
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December 1831.—Pro rata deductions at the Treasury, for old work, &c.	108,324 36
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Do. under the act of the thirtieth January, 1832,	11,534 06
	<hr/> 119,858 42

Actual available amount of the appropriation of 1831,	480,141 58
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Amount appropriated by the act of the thirtieth March, 1832,	810,000 00
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Pro rata deduction at the Treasury, under the act of eleventh June last,	51,710 44	
Actual available amount of the appropriation of 1832,		758,289 56
Whole available amount of appropriation of 1831 and 1832,		1,238,431 14
Whole amount disbursed in 1831, including superintendents, engineering and contingencies,	210,704 23	
Whole amount disbursed in 1832,	764,887 49	
Whole amount of disbursements,		975,591 72
Balance on the thirty-first October, 1832, of the appropriations of 1831 and 1832,		\$262,839 42
There is due for per centage retained on work done,	51,015 67	
The estimated cost of the work yet to be done, to complete the superintendence upon twenty-two miles, and the grading of the whole road,	341,838 13	
Amount yet to pay,		392,853 80
Deduct the above balance of the appropriations,		262,839 42
		130,014 38
Add the sum set apart to the work at Lancaster,		60,000 00
		\$190,014 38
This sum of one hundred and ninety thousand, fourteen dollars and thirty-eight cents, is required to complete the grading and bridging of the whole road, and to finish the railway superstructure upon twenty-two miles, from Philadelphia westwardly, with double tracks, including the cost of the engine, &c. at the inclined plane, and all other means useful for transportation.		
The estimated cost of laying a single track upon wooden sills, from the western termination of the twenty-two miles to Columbia, being $59\frac{457}{1000}$ miles, including the cost of the engine at the Columbia plane, sidings, &c. is		
	346,026 41	
Add seven per cent. for superintendence, engineering and contingencies,	24,221 84	
		370,248 25

The estimated cost of laying a second track, from the western termination of the twenty-two miles to Columbia, on stone blocks and edge rails, including sidings, &c. 633,787 72

Add seven per cent. for superintendence, engineering and contingencies, 44,365 14

678,152 86

Whole amount disbursed upon the road, of appropriations prior to 1831, 337,863 04

Whole amount of disbursements in 1831 and 1832, 975,591 72

Per centage due, and estimated cost of completing the work in progress, 452,853 80

Estimated cost of a single track with wooden rails, to Columbia, 370,248 25

Estimated cost of a second track, with stone sills and edge rails, 678,152 86

1,048,401 11

Whole cost of the road as estimated, \$2,814,709 67
Length, eighty one and a half miles.

ALLEGHENY PORTAGE RAIL-ROAD.

Since the work upon this road has been placed under contract, it has been prosecuted with energy, and has progressed with but little interruption, except by the inclemency of the last winter, and those difficulties which are inseparably connected with the operations upon such work, in the depth of a wilderness. Many of the original contractors took their jobs at inadequate prices, and much of the work had to be re-let.

The road bed formation was divided into forty-six sections, of which number, thirteen are completed, sixteen more will be finished by the first of next month, and the remaining seventeen are in such progress as to ensure their completion in March and April next. Much of the mechanical work is done, and finally estimated, and the rest of it approximates completion.

There are four viaducts of cut stone upon this road, with spans varying from forty to eighty feet, and sixty-eight culverts, the spans varying from three to twenty-five feet. These works are all of good stone masonry, and constructed in the very best manner. There are also eighty-five drains or square culverts, from two to three feet wide, built of stone, making altogether one hundred and fifty-seven passages for water under the rail-road.

The viaduct over the Beaver dam branch of the Juniata river, at Hollidaysburg, is of cut stone, and has two oblique arches. The spans, measured on the skew face, are each forty feet three and one half inches, and thirty-three feet measured at right angles to the axis of the vault. The height of the walls, from the foundation to the top of the parapets, is twenty feet; it may be finished about the middle of this month.

The viaduct over the mountain branch of the Conemaugh, has a single span of forty feet; the height of the walls, from the foundation to the top of the parapets, is twenty-three feet and one half; it may be completed in a few days.

The viaduct over the Ebensburg branch, has also a single span of forty feet; the height, from the foundation to the top of the parapet walls, is thirty-one feet and one half; it may, likewise, be finished in a few days.

The viaduct over the Little Conemaugh river, at the Horse Shoe bend, has a semicircular arch of eighty feet span, and will be seventy-eight and one half feet high from the foundation to the top of the parapet walls: about two thirds of the masonry is laid, and the arch will probably be closed before the setting in of winter, but the whole work cannot be completed before the first of May next.

Section number seven, about nineteen miles west of the crest of the mountain, comprises an inclined plane, requiring a heavy embankment, and also a tunnel about nine hundred feet long, at the head of the plane; the ends of the tunnel will be arched with cut stone; the rock through which it is made, is so solid as to render arching the whole distance unnecessary. About two thirds of the whole work on the section is done, and the residue, including about one-fourth of the tunnel, can be finished in next April.

There are ten inclined planes, varying in length from eighty-nine to one hundred and eighty-five rods, and in inclination from four degrees, eight minutes and forty-eight seconds, to five degrees fifty-one minutes and nine seconds, from a horizontal plane. The steepest plane is about equal to the grade of many of our turnpike roads on hill sides.

The estimate of Mr. Welch, the engineer, for grading and mechanical work, was last year six hundred and seventeen thousand, five hundred and five dollars, ninety-eight cents, it is now found that it will cost but about five hundred and eighty-five thousand, one hundred and seven dollars and twenty-eight cents, being thirty-two thousand, three hundred and ninety-eight dollars and seventy cents less than his original estimate.

Contracts have been made for procuring from England malleable iron rails, pins and wedges, and a portion of the cast iron chairs for one track, with sidings, &c., the whole length of the road, and for double tracks on the inclined planes; a part of this iron has arrived at Philadelphia, and a large portion of it is expected before the navigation of the Delaware closes. About three hundred tons of cast iron chairs will be manufactured in Frankstown and Blairsville. A double track on the inclined planes, and a single track on the rest of the road, will require about three thousand one hundred tons of iron, and it will cost seventy dollars a ton delivered on the mountain.

Contracts have also been made, and are in progress for carrying the iron rails, &c. from Philadelphia to the portage; for the balance

of the chairs; for stone blocks; broken stone; wooden sills and cross ties, and for completing all the work necessary for a continuous track over the whole road.

The length of a single track of rail-way on each section, in addition to the length of second track, on the inclined planes, and on such other places on the line as is necessary for the passage of cars moving in opposite directions, is forty-three and ninety-one one hundredths miles, leaving twenty-nine and forty-one one hundredths miles of the second track to be contracted for hereafter.

Flat iron bars on wooden rails will be placed on the inclined planes, but on the rest of the road edge rails will be used. These rails will rest in iron chairs, on wooden sills and cross ties, over high embankments, and on stone blocks where the ground is solid. Each stone block measures about three and one half cubic feet.

If the rails reach Philadelphia in time to be conveyed to Huntingdon before the closing of the canal, a single track of the road can be finished for public use in July next. And the second track may be laid, and all other work completed early in the summer of 1834.

It is now ascertained, by estimates founded on experience, that the whole road, including road bed formation, double tracks with sidings and turn-outs, steam engines, with ropes, &c. at the planes, and all other things necessary to render it fit for public use, will cost one million, four hundred and ninety-five thousand, seven hundred and eighty-nine dollars and fifty-one cents.

When the estimate was made last year, it was contemplated to use rails weighing twenty-eight pounds to the yard, but since then the size of the rails has been increased to thirty-nine and one half pounds to the yard, because in England experience has demonstrated that a lighter rail is insufficient for locomotive engines and a heavy trade—much of the other work has also been proportionally strengthened; hence the estimate of the present year for road tracks, exceeds that of the last year.

All the work that has been done, and is now doing, is of the most substantial character, except the wooden sills on high embankments, for which, stone blocks will be substituted at some future period.

Statement of the funds appropriated to the Allegheny Portage Road and of the disbursements made:

By the act of the twenty-first March, 1831, there was appropriated to the Portage road, and the Frankstown line of the Juniata division the sum of \$700,000 00 December 1831.—Deducted at the treasury for old work &c. 126,378 48

There was set apart by the board for the Frankstown line,	380,645 65	
	<hr/>	507,024 13
		<hr/>
		192,975 87

There was deducted at the treasury, under the act of the thirtieth January 1832.

12,975 87

Actual sum available for the road out of the appropriation of 1831

\$180,000 00

By the act of the thirtieth March 1832, there was appropriated

620,000 00

Pro rata deduction at the treasury under the act of eleventh June last

39,581 40

580,418 60

Whole amount of appropriations of 1831 and 1832, applicable to the road

\$760,418 60

Whole amount disbursed in 1831 including superintendence, engineering and contingences

71,146 64

Whole amount disbursed in 1832

401,333 72

472,482 36

Balance on the thirty-first October 1832, of the appropriations of 1831 and 1832.

\$287,936 24

There is due on the road for per centage retained on work done

53,774 41

Estimated cost of the work yet to be done to complete a single track and the grading of the whole road

547,304 89

Estimated cost of engines and machinery at the inclined planes for the first track (not under contract) and contingencies

101,650 00

702,729 30

From which deduct the above balance of the appropriations

287,936 24

\$414,793 06

This sum of four hundred and fourteen thousand, seven hundred and ninety three dollars and six cents is required to complete the grading and bridging of the whole road and the laying of the first track of rails with sideings &c. throughout; and the second track on the inclined planes, making a distance of single track equal to forty-three and ninety-one one hundredths miles and leaving to complete of the second track twenty-nine and forty-one one hundredths miles—it also includes the cost of the engines and machinery at the planes necessary for the first track and contingencies. The estimated cost of laying the second track including a second set of engines for all the planes is

320,577 85

Whole amount of work paid	472,482 36	
Whole amount of per centage retained on work done	53,774 41	
	<hr/>	
Whole amount of work done		526,256 77
Estimated cost of completing the work in progress		648,954 89
		<hr/>
Cost of grading the whole road and completing the first track		\$1,175,211 66
Estimated cost of laying the second track		320,577 85
		<hr/>
Length thirty six miles two hundred and twenty-one perches. Whole cost		\$1,495,789 51

COLUMBIA LINE OF THE EASTERN DIVISION.

The work on the Columbia line of the Eastern division is all ready for the admission of the water, except the aqueduct over the Swatara at Portsmouth, which is so near completion, that in a few weeks the water can be passed over it, before winter, the whole of this line, nineteen miles long, may be navigated.

A weighing lock at Portsmouth, which is very much wanted to prevent frauds upon the revenue, was put under contract, but it and two out-let locks at Columbia, several bridges, and other work on the line, had to be suspended for the want of funds.

Statement of the funds appropriated to the making eight miles and two hundred and twenty-seven perches of canal on the Columbia line of the Eastern division, and of the disbursements.

By the act of the twenty-first March, 1831, there was appropriated to this work the sum of		\$116,170 00
December, 1831.—Pro rata deduction at the trea- sury, on account of old work, &c.	20,973 12	
Depuction at the treasury, under the act of thirtieth January, 1832,	3,961 83	
	<hr/>	24,934 95
		<hr/>
Actual sum available of the appropria- tion of 1831,		91,235 05
By the act of the thirtieth March, 1832, there was appropriated the sum of	38,680 00	
Pro rata deduction at the treasury, un- der the act of eleventh June last,	2,469 36	
	<hr/>	36,210 64
		<hr/>
Whole available amount of appropria- tions of 1831 and 1832,		127,445 69

Whole amount disbursed in 1831, including engineering, superintendence and contingencies,	37,491 98	
Whole amount disbursed in 1832,	77,871 24	
	<u>115,363 22</u>	
Balance on thirty-first October, 1832, of the appropriations of 1831 and 1832,		<u>\$12,082 47</u>
There is due on this line, for per centage retained on work done,	3,916 95	
Estimated cost of completing the work in progress,	14,850 77	
	<u>18,767 72</u>	
Deduct the above balance of the appropriations,		<u>12,082 47</u>
		6,685 25
Add the estimated cost of work not under contract to complete the new line, including the out-let locks at Columbia, a number of bridges and waste wiers, and fencing,		<u>29,150 00</u>
Whole amount required to complete the line,		\$35,835 25
The whole amount paid, is	115,363 22	
Per centage retained, and work to be done,	47,917 72	
	<u>163,280 94</u>	
Whole estimated cost of eight miles and two hundred and twenty-seven perches,	\$163,280 94	

FRANKSTOWN LINE.

The work on this line of the Juniata division, has been prosecuted with much diligence since it was put under contract in June and July, 1831, and it is now so near completion, that several levels are filled with water, and the whole line may be navigated in a few days.

This consummation will carry boats from Philadelphia to the base of the Allegheny mountain, from which point the tonnage must continue to be wagoned on the turnpike road fifty-three miles to Blairsville, until about the middle of next summer, when a single track of railway is expected to be completed over the mountain, to the head of the Western division at Johnstown.

Economy and stability have been consulted in a judicious location and plan of the work on this line.

This line of forty-one miles and one hundred and ninety-four perches, including the feeder, rises three hundred and thirty-feet through difficult defiles and mountain gorges, by fifteen dams and fifty lift and guard locks; and it is now ready for navigation in the unexampled short period of seventeen months since its commencement.

Statement of the funds appropriated to the Frankstown line of the Juniata division, and of the disbursements made.

By the act of twenty-first March, 1831, there was appropriated to the portage road and Frankstown line, the sum of \$700,000 00

December 1831.—Pro rata deduction at the treasury for old work, \$126,378 48

There was set apart by the board for the portage road, 192,975 87

319,354 35

380,645 65

Deduction at the treasury under the act of thirtieth January, 1832, 12,256 50

Actual available sum out of the appropriation of 1831, 368,389 15

By the act of thirtieth March, 1832, there was appropriated 380,000 00

Pro rata deduction at the treasury, under the act of eleventh June last, 24,259 56

355,740 44

Whole available amount of appropriations of 1831 and 1832 \$724,129 59

Whole amount disbursed in 1831 including superintending, engineering and contingencies 79,325 38½

Whole amount disbursed in 1832 556,980 30½

636,305 69

Balance on the thirty-first October 1832 of the appropriations of 1831 and 1832 \$87,823 90

There is due for per centage retained on work done 56,424 51

Estimate of the amount required to complete the line 62,111 43

And for superintending, engineering &c. 2,000 00

Whole sum yet to pay	120,535 94	
Deduct the above balance of the appropriations	87,823 90	
Amount required to complete the line	<u>\$32,712 04</u>	
The whole amount paid is	636,305 69	
Per centage retained and work to be done	<u>120,535 94</u>	
Whole cost of the line,	\$756,841 63	
	Miles	Perches
Length of the line	38	154
Feeder	3	40
	<u>Miles 41</u>	<u>194</u>

WYOMING LINE OF THE NORTH BRANCH DIVISION.

About four miles of towing path along the pool of the Nanticoke dam, are finished and now in use; twelve sections of canal upon this line are also completed; about one half of the residue of the work is done.

A pro rata proportion of the appropriations to the branches, in April and June last, was applied to this line, and has been chiefly expended upon five heavy sections. From the progress made on these sections, and the situation of the other work, a belief is entertained that, with an early provision of sufficient funds, the whole line may be opened for navigation by the first of August, 1833.

The completion of this short line is highly desirable, and indeed indispensable, not only for the accommodation of the rich and beautiful valley of Wyoming, but also for the profit of one hundred and forty-one and a half miles of canal and slackwater, already finished to Columbia, upon which the anthracite coal of that valley will pass to market.

Statement of the funds appropriated to the Wyoming line of the North Branch Division, and of the disbursements made.

By the act of the twenty-first March, 1831, there was appropriated to the Wyoming line,	\$100,000 00
December, 1831.—Pro rata deduction at the treasury, for old work, &c.	18,054 02
Pro rata deduction at the treasury, under the act of thirtieth January, 1832,	1,255 59
	<u>19,309 61</u>
Actual sum available out of the appropriation of 1831,	\$80,690 39

There was set apart for this line, out of the appropriation of six hundred thousand dollars, made by the acts of the fifth April and ninth June, 1832, the sum of	89,000 00	
Pro rata deduction at the treasury, under the act of eleventh June, 1832, out of the appropriation of the fifth April,	<u>2,553 63</u>	86,446 37
Whole amount of the appropriations of 1831 and 1832, applicable to the line,		<u>\$167,136 76</u>
Whole amount disbursed in 1831, including superintendence, engineering and contingencies,	29,038 15½	
Whole amount of disbursements in 1832,	<u>106,357 65½</u>	135,395 81
Balance on the thirty-first October, 1832, of appropriations of 1831 and 1832,		<u><u>\$31,740 95</u></u>
There is due on this line for per centage retained on work done,	5,105 16	
The estimated cost of the work in progress is	123,642 25	
The estimated cost of the Lackawanna feeder is	<u>18,196 00</u>	
Whole sum yet to pay,		146,943 41
Deduct the above balance of the appropriations,		<u>31,740 95</u>
Amount required to complete the line,		<u><u>\$115,202 46</u></u>
The whole amount paid is	135,395 81	
Per centage retained, and work to be done,	<u>146,943 41</u>	
Whole estimated cost of the line,	\$282,339 22	
Length, sixteen miles, three hundred and sixteen perches.		

LYCOMING LINE AND LEWISBURG CROSS-CUT.

The effects of the uncommon floods of last winter and spring, demonstrated the insecurity of high dams in our large rivers, and induced the board to suspend the erection of dams, and works connected therewith, in the West branch of the Susquehanna.

By the act of the ninth June, 1832, the canal commissioners are authorized to dispense with dams, where the better completion of the work requires a change from slackwater to canal. Under this provision in the law, and being fully convinced of the necessity and utility of the measure, the board caused an independent canal to be located throughout the Lycoming line.—This location has rendered it necessary to bring a feeder from the river, four miles and fifty-six perches above the mouth of Bald Eagle creek, where a low dam will be erected.

A portion of the line being totally different from the improvement contemplated last year, and the re-letting of almost the whole of the work at much higher prices, caused by the suspension of the work last winter in consequence of the want of funds, has enhanced the cost of construction beyond the original estimate.

The canal may be connected with the Bald Eagle, by a side cut of about one mile in length, and a lock into the river nearly opposite to the mouth of the creek, that point being by law designated as the termination of the canal; but the board have postponed putting this work under contract, believing, as they do, that it is an improper place to form the connexion, and that a much more eligible connexion with the creek can be effected above the Great Island, as recommended in their report of the fifteenth December, 1831.

The two miles of towing path along the pool of Muncy dam, are completed, and the residue of the work upon the line is in active progress, and with a supply of necessary funds, may be finished ready for navigation by the spring of 1834. To the bituminous coal and iron which must start to market upon this line, we must look in part for a profitable return on the money invested in the Eastern, Susquehanna and West Branch divisions already finished, being one hundred and six and one half miles; hence, prudence and interest dictate the propriety of completing the Lycoming line, as early as practicable.

The Lewisburg cross cut may be ready for use by the first day of May next; but a dam in the West Branch, two and one half feet high, connected with this work, cannot be completed until the season of low water.

Statement of the funds appropriated to the Lycoming line of the West Branch division and Lewisburg cross cut, and of the disbursements made.

By the act of the twenty-first March, 1831, there was appropriated to the Lycoming line and Lewisburg cross cut, the sum of

\$200,000 00

December 1831. — Pro rata deduction at the treasury for old work, &c.	36,108 14	
Pro rata deduction at the treasury under the act of thirtieth January, 1832,	5,468 00	41,576 14
		<hr/>
Actual available sum out of the appropriation of 1831,		\$158,423 86
There was set apart for this line out of the appropriation of six hundred thousand dollars, made by the acts of the fifth April and ninth of June, 1832, the sum of	229,000 00	
Pro rata deduction at the treasury under the act of eleventh June, 1832, out of the appropriation of the fifth April,	6,639 46	222,360 54
		<hr/>
Whole amount of appropriations of 1831 and 1832 applicable to the line		\$380,784 40
Whole amount disbursed in 1831, including engineering, superintendence and contingencies,	60,752 89	
Whole amount disbursed in 1832,	174,688 34	235,441 23
		<hr/>
Balance on the thirty-first October, 1832, of the appropriations of 1831 and 1832,		\$145,343 17
		<hr/>
There is due on this line for per centage retained on work done,	18,517 32	
The estimated cost of work yet to be done, is	596,833 75	
		<hr/>
Whole amount yet to be paid		615,351 07
Deduct the above balance of the appropriations,		145,343 17
		<hr/>
Amount required to complete the Lycoming line and Lewisburg cross cut, exclusive of the connexion with the Bald Eagle,		\$470,007 90
The whole amount paid is	235,441 23	
Per centage retained and work yet to be done,	615,351 07	
		<hr/>
Estimated cost of the line, including the cross cut,	\$850,792 30	
Length of the line including feeder, 46 miles, 74 perches.		
Length of Lewisburg cross cut, 200 perches.		

FRENCH CREEK DIVISION

By the act of the ninth of June 1832, the canal commissioners are required to connect the French creek feeder with the creek and with Conneaut lake. This work has been placed under contract and is now in progress.

The connexion with the creek at the north end of the feeder embraces a dam in French creek, a guard lock and one mile and one hundred and forty-four perches of canal, and is estimated to cost twenty four thousand, seventeen dollars and fifty-one cents. At the west end of the feeder there will be one mile and three hundred and twelve perches of canal, and an out let lock forming a junction with Canneaut lake, the estimated cost of which is twenty-seven thousand and fifty dollars and eighty-eight cents. These connexions may be finished by next. August.

The small appropriation of 1831, to the Franklin line was exhausted early last winter, from which time until June, but little work was done, since then the contracts have been prosecuted vigorously.

The out let lock connecting the pool of the dam at Franklin with the Allegheny river, has been enlarged for admitting steam boats into the pool of the first dam, it is twenty-two feet wide and one hundred and twenty feet long within the chamber. The other locks on the division, will be adapted to the trade of the country, by making them eighteen feet wide.

The whole work on the French creek division may be completed by the first of November 1833.

Statement of the funds appropriated to the French Creek division, and of the disbursements made, &c.

By the act of the twenty-first March, 1831, there was appropriated to the Franklin line of the French Creek division, the sum of	\$60,000 00
December, 1831—Pro rata deduction at the treasury,	10,831 69

Available amount of appropriation of 1831,	\$49,168 31
--	-------------

There was set apart for this line, (including new work at the north and west ends of the feeder, authorized by the act of the ninth June last,) out of the appropriation of six hundred thousand dollars, made by the acts of the fifth of April and ninth of June, 1832, the sum of

136,000 00

Pro rata deduction at the treasury under the act of eleventh June last, out of the appropriation of fifth April last,

4,022 92

131,977 08

Available sum out of the appropriations of 1831 and 1832,		181,145 39
Whole amount disbursed in 1831, including superintending, engineering, and contingencies,	16,605 16	
Whole amount disbursed in 1832,	88 906 84	
	<hr/>	105,512 00
Balance unexpended, thirty-first October, 1832, of appropriations of 1831 and 1832,		<hr/> 875,633 39
There is due on this line for per centage retained on work done,	13,017 87	
Estimated cost of completing the work on the Franklin line, and the new work at the north and west ends of the feeder,	225,607 50	
	<hr/>	
Amount yet to be paid,		238,625 37
Deduct the above balance of the appropriations,		75,633 39
		<hr/>
Amount required to complete the work,		\$162,991 98
The whole amount paid, is	105,512 00	
Per centage retained, and work to be done,	238,625 37	
	<hr/>	
Estimated cost when completed	\$344,137 37	
<i>Miles: Perches.</i>		
The length of the Franklin line, is	22	80
The length of new work at north end of feeder,	1	144
The length of new work at the west end of feeder,	1	312
	<hr/>	<hr/>
Whole length,	25	216

BEAVER DIVISION.

On this division many facilities are afforded for prosecuting the work, and its progress, while there were funds, has corresponded with its advantages. On the fifth of last March, notice was given to the contractors that the appropriation of 1831 was expended, when a temporary suspension of the work took place. Operations were recommenced in April, and on the twentieth of September it again became necessary to notify the contractors, the appropriation of 1832 being exhausted. Since then the work generally has

ceased, except on a few important jobs for which funds had been set apart.

The line is divided into forty-nine sections of canal and towing path, of which twenty-six sections are finished, and the mechanical work (believed to be equal to any work of the kind in the commonwealth,) is in a corresponding state of forwardness. The cost of the division will exceed the original estimate. This is in part owing to interruptions for want of funds, and in part to unexpected quicksands that had to be encountered, and to the additional strength of the works, which the extremely high freshets of last spring proved to be indispensable.

With an adequate supply of funds, if soon provided, the whole line may be completed by the first of November, 1833.

Statement of the funds appropriated to the Beaver division and of the disbursements made &c.

By the act of the twenty-first of March 1831, there was appropriated to the Beaver division, the sum of

100,000 00

December 1831 Pro rata deduction at the treasury for old work &c.

18,054 02

Pro rata deduction at the treasury under the act of thirtieth January 1832.

864 33

18,918 35

Available sum of the appropriation of 1831.

\$81,081 65

There was set apart for this division out of the appropriation of six hundred thousand dollars made by the acts of the fifth April, and ninth of June 1832 the sum of

146,000 00

Pro rata deduction out of the appropriation of the fifth of April, under the act of eleventh June last

4,660 39

141 339 61

Whole amount of appropriations of 1831 and 1832, applicable to this division,

\$222,421 26

Whole amount disbursed in 1831, including superintendence, engineering, contingencies &c.

39,926 66

Whole amount disbursed in 1832

177,617 95

217,544 61

Balance unexpended thirty-first October 1832 of the appropriations of 1831 and 1832.

\$4,876 65

There is due on this division for percentage retained on work done	5,003 33 $\frac{1}{4}$	
The estimated cost of work to be done is	197,033 23 $\frac{1}{4}$	
Whole amount yet to be paid	<hr/>	202,036 57
Deduct the above balance of the appropriations		4,876 65
		<hr/>
Amount required to complete the division		\$197,159 97
The whole amount paid is	217,544 61	
Per centage retained and work yet to be done	<hr/>	202,036 57
Estimated cost when completed	\$419,581 18	
Length is twenty four and three quarter miles.		
<i>An exhibit of the amount of work done, the amount yet to be done, and the whole length and estimated cost of the lines in progress.</i>		
Columbia and Philadelphia rail-road.—Whole amount of work done,		\$1,364,470 43
Estimated cost of work to be done, exclusive of the second track, from the western termination of the twenty-two miles to Columbia,		772,086 38
		<hr/>
		\$2,136,556 81
Add the estimated cost of the second track,		678,152 86
Eighty one and a half miles, at thirty-four thousand five hundred and thirty-six dollars and thirty-one cents per mile—whole cost,		<hr/>
		\$2,814,709 67
		<hr/>
Allegheny Portage rail road.—Whole amount of work done,		526,256 77
Estimated cost of work to be done, exclusive of the second track of rails,		648,954 89
		<hr/>
		\$1,175,211 66
Estimated cost of the second track,		320,577,85
		<hr/>
Thirty-six miles and two hundred and twenty-one perches, at forty thousand seven hundred and sixty-seven dollars and sixty-two cents per mile—whole cost,		<hr/>
		\$1,495,789 51
		<hr/>
Columbia line of the Eastern division.—Whole amount of work done,		119,280 17
Estimated cost of work to be done,		44,000 77
		<hr/>

Eight miles and two hundred and twenty-seven perches, at eighteen thousand seven hundred and forty-seven dollars and sixty cents per mile—whole cost,	<u>\$163,280 94</u>
Frankstown line of the Juniata division.—Whole amount of work done,	692,730 20
Estimated cost of work to be done,	<u>64,111 43</u>
Forty one miles and one hundred and ninety-four perches, at eighteen thousand one hundred and ninety dollars and fifty-seven cents per mile—whole cost,	<u>\$756,841 63</u>
Wyoming line of the North Branch division.—Whole amount of work done,	140,500 97
Estimated cost of work to be done,	<u>141,838 25</u>
Sixteen miles and three hundred and sixteen perches, at sixteen thousand six hundred and twenty dollars and thirty-six cents per mile—whole cost,	<u>\$282,339 22</u>
Lycoming line of the West Branch division, including Lewisburg cross cut.—Whole amount of work done, is	253,958 55
Estimated cost of work to be done,	<u>596,833 75</u>
Forty-six miles and seventy-four perches, at seventeen thousand nine hundred and twenty-seven dollars and ten cents per mile—whole cost,	<u>\$850,792 30</u>
Two hundred perches Lewisburg cross cut, cost twenty-two thousand dollars.	
French Creek division.—Whole amount of work done,	118,529 87
Estimated cost of work to be done,	<u>225,607 50</u>
Twenty-five miles and two hundred and sixteen perches, at thirteen thousand four hundred and three dollars and sixty cents per mile—whole cost,	<u>\$344,137 37</u>
Beaver division.—Whole amount of work done,	222,547 94½
Estimated cost of work to be done,	<u>197,033 23½</u>
Twenty-four and three-fourth miles, at sixteen thousand nine hundred and fifty-two dollars and seventy-seven cents per mile—whole cost,	<u>\$419,581 18</u>

An exhibit of the whole sums appropriated and applicable to each line, and of the sums required to complete the same.

	Whole sum appropriated.	Whole sum required to complete.
Columbia and Philadelphia rail-road, not including second track,	\$1,576,294 18	\$560,262 63
Allegheny portage rail-road, not including second track,	760,418 60	414,793 06
Columbia line of the Eastern division,	127,445 69	35,835 25
Frankstown line of the Juniata division,	724,129 59	32,712 04
Wyoming line of the North Branch division,	167,136 76	115,202 46
Lycoming line of West Branch division, including the Lewisburg cross cut,	380,784 40	470,007 90
French creek division,	181,145 39	162,991 98
Beaver division,	222,421 26	197,159 97

Whole sum appropriated, \$4,139,775 87

Whole sum required to complete, except the second tracks on rail-roads,	\$1,988,965 29
Add the estimated cost of the second track on the Columbia rail-road,	678,152 86
Add the estimated cost of the second track on the Allegheny portage rail-road,	320,577 85

Whole sum required to complete the works authorised, including the second track on the Columbia and mountain rail-roads, \$2,987,696 00

OLD LINES OF CANAL.

On the fifteenth December, 1831, the board set apart seventy-thousand dollars out of an unexpended balance of the appropriation made by the act of the twenty-first March, 1831, to finish new work on the several divisions of canal which had been constructed under acts passed previous to the twenty-first March, 1831; to which was added, on the thirtieth August last, by a repayment of the commissioners of the internal improvement fund to the fund for construction, the sum of twenty-six thousand, two hundred and seventy-six dollars and ten cents. This fund is exhausted, and the further sum of one hundred thousand dollars is required to complete those lines; to be applied to the construction of feeders, with their dams and guard locks, to the erection of weigh locks,

and houses for weigh masters to the purchase of lots and building lock houses, to the construction of water ways around locks, waste wiers, waste gates, stop gates, bridges, fences, &c. all of which are indispensable to the perfection of the public works.

Numerous difficulties have arisen in relation to the ground required for lots for collectors offices and lock houses, the law provides that there shall not be allowed to any lock-house more than one acre of ground. The owners of land on which such buildings are erected, are often unwilling to sell such lots on any reasonable terms, and frequently, when they or their representatives are willing to sell, some legal disability exists that prevents them from conveying a legal title. The board respectfully ask the legislature to make some adequate provision on this subject.

The property of the commonwealth has in several places along the lines been assessed and taxed by the local authorities. Justice to these portions of the state not immediately benefitted by these improvements, seems to require that such property necessary to the public improvements should be exempted from taxation.

Applications are often made to the board for permission to use the surplus water at dams and locks for hydraulic purposes. The board believe that the prosperity of our public improvements, the interests of neighborhoods and of individuals, will be mutually promoted by an act providing, under proper restrictions, for the sale of the use of such surplus water.

REPAIRS.

The canal repairs have hitherto been a prolific source of vexation. The unusual floods of last spring tested the stability of our public works and detected the weak points and defects in their construction. While the injury sustained is to be deplored the gratifying fact that the strength of the public works generally is sufficient, has been demonstrated: The principal injury sustained was at dams in the rivers and on parts of the Delaware and Western divisions. These injuries have been it is confidently believed substantially repaired and the works improved by new erections.—By time and care the canal is gradually becoming permanent.

The following are the expenditures of the past year for repairing the prominent damages by floods, and for adding to the strength, usefulness and permanent security of the public works.

Shamokin dam—For building a coffer dam	9,580 00
For building an entire new dam, abutments &c.	85,087 46
Whole cost	————— \$94,667 46

Muncy dam.—For rebuilding part, and repairing the rest, including work done last fall and winter	21,120 00
Nanticoke dam.—For rebuilding part and repairing the rest, and guard lock &c. and building guard embankment	15,000 00
Dam at North's island upon the Juniata.—For building a new dam across the east branch at the island, repairing aqueduct at Duocans island, and repairs in the Long narrows.	19,903 00
Dam No. 5. at Blairsville upon the Western division.—For extending and repairing the dam, building a new abutment, repairing guard lock, embankment &c.	10,218 00
For repairing the towing path and canal between dams No. 5. and No. 4. upon the Western division,	7,222 00
Dam at the tunnel upon the Western division.—For repairing and extending the dam,	1,417 00
Dam No. 3. upon the Western division.—For building stone abutment, repairing dam and building a new guard lock and a new lift lock	13,448 00
Dam No. 2. upon the Western division.—For building stone abutment and building a new lock and extensive protection	14,859 00
Dam No. 1. at Lecchburg.—For repairing and extending the dam, building a new abutment, and lock and protection &c.	43,875 00
For repairing the bridge, sluice and anchor walls at Duncans island, and building a sand break at outlet lock &c. upon the Eastern division	5,544 00
For work upon the Susquehanna division occasioned by the floods	6,798 62
For extra expenses upon the Delaware division arising from defective construction of the embankments along bluff sections and for the erection of safety gates and feeders round the locks	40,000 00
For repairing the bridges upon the French creek feeder	3,465 00
	<hr/>
	\$297,537 08

It will be perceived at a glance, that the work upon which this sum of two hundred and ninety-seven thousand, five hundred and thirty-seven dollars and eight cents has been expended, cannot be classed among the ordinary repairs of the canal. It was required by a combination of circumstances which is not likely again to occur.

The ordinary repairs upon the lines during the past year, have cost as follows :

	<i>Miles.</i>	<i>Cost.</i>
Eastern division, including two miles of the		
Susquehanna,	26	\$6,244 31
Juniata division,	89	31,561 95
Western division,	105	40,480 22
French creek feeder,	19½	457 30
Susquehanna division,	37	7,311 00
West Branch division,	24½	2,937 86
North Branch division,	55½	12,194 22
Delaware division,	59½	24,280 33
On the Eastern division below Columbia, there were no disbursements by the supervisor,	10	
	<u>426½</u>	<u>\$125,567 19</u>
The cost of repairs in 1831, was		\$353,644 58
The amount set apart for the payment of repairs in that year, was		\$28,119 64
Balance not provided for in 1831,		<u>\$25,524 94</u>
The whole cost of repairs made in 1832, is		\$423,104 27
There was appropriated to repairs, and for the payment of collectors, supervisors and lock-keepers, by the act of the thirtieth March, 1832, the sum of	\$400,000 00	
Deducted at the treasury, for collectors, lock-keepers, &c.	17,006 57	
		<u>382 993 47</u>
Balance due for repairs in 1832,		\$40,110 80
Add the balance in 1831,		25,524 94
Amount required to pay for repairs made,		<u>\$65,635 74</u>

An accurate estimate of the sum that may be required for repairs during the year commencing on the first of November, instant, cannot be given. Several heavy jobs have been postponed for want of funds, which must be done as soon as possible, such as a new guard lock in the Long Narrows, eleven new inner arches and new trunks to the Allegheny aqueducts, &c. There will also be added seventy-five miles and sixty-one perches of new canal, slackwater and rail-road to the finished works, and ten miles of the Columbia line on which there were no disbursements made for repairs in the last year. When all these are taken into view, to-

gether with the debts due by the supervisors on the first of this month, and the further sums they will owe before an appropriation can be made, the board believe that at least three hundred thousand dollars should be placed at their disposal for repairs. But it is impossible to foresee all the wants of our great improvements. A discretionary power, from the necessity of the case, should be lodged with some department of the government to provide or transfer funds for pressing exigencies that may arise. During the past year a perplexing responsibility was forced upon the canal commissioners. Had the indispensable repairs in progress been abandoned when the fund was exhausted, injuries and losses to an incalculable amount would have been the inevitable result. Vital portions of the public works would have been destroyed and the tolls of this season and of the next would have been jeopardized.

DAMAGES.

By the second section of the act of March thirtieth, 1832, the sum of one hundred thousand dollars was appropriated to the payment of damages to be paid in the order as to time in which the same have been awarded, assessed and confirmed, and afterwards, to such as may hereafter be awarded, assessed and confirmed, and may be agreed upon as due by prior acts.

From the proceedings had under the several acts of assembly upon the subject of damages, the *awards*, *assessments* and *confirmations* which are to be paid in their order as to time embrace the following:

1. Judgments against the commonwealth under the acts pending for the assessment of damages prior to the act of the sixth April, 1830.
2. Offers made by the canal commissioners, under the provisions of the act of the sixth April, 1830.
3. Awards of the board of appraisers of damages under the same act:

These judgments, offers and awards, constitute the liens upon the appropriation of one hundred thousand dollars. Their aggregate amount exceeded the appropriation, and being directed to be paid in their order as to time; it became necessary to examine the records of the counties through which the canal and rail-road pass, for unsatisfied judgments. By this circumstance, and other imperative duties, the final action of the board on this subject, was delayed until the sixteenth of June.

On the ninth of June, 1829, directions were given by the board of canal commissioners to the acting commissioner upon the Eastern division to cause the principal part in amount of the unsatisfied judgments against the commonwealth, in the court of Dauphin county, to be removed to the supreme court.

On the twenty-fifth of September, 1830, the board having viewed the premises, made an attempt, under the provisions of the sixth section of the act of the sixth April, 1830, to compromise a number of the cases in the court of Dauphin county; a sincere desire on the part of the board to terminate litigation, induced them at that time to offer larger sums to the claimants *as a compromise*, than they believed to be a fair compensation for all the injuries sustained. This attempt to compromise was successful only in one case.

Upon inquiry, it appeared that the direction to the acting commissioner upon the Eastern division, of the ninth June, 1829, to cause certain of these judgments to be removed to the supreme court, had not been complied with; and upon an examination of the records, the board were of the opinion that the proceedings had, were not according to law, and that the judgments were not legal judgments; and being satisfied that the amount awarded in a number of the cases exceeded a fair valuation of the injuries sustained by the parties, when the advantages of the canal are taken into consideration, and was much greater than the amount paid and agreed to be paid to others, in like circumstances; and that the payment thereof would be making unfair distinctions between citizens claiming compensation for similar injuries; the board directed the superintendent upon the Eastern division to cause seventeen of the judgments in the court of Dauphin county, and the superintendent upon the Susquehanna division, to cause one of the judgments in Union county to be removed into the supreme court, in order that the judgment of that court might be had thereon.

They also directed the treasurer of the board to set apart and retain, out of the appropriation of one hundred thousand dollars, for the payment of damages, the sum of twenty-one thousand, two hundred and eighty one dollars and ninety-three cents, to await the decision of the supreme court; that sum being the amount of the judgments and costs directed by the board to be removed.

The aggregate of judgments, offers and awards for damages on the sixteenth June last, amounted to one hundred and twelve thousand, eight hundred and three dollars ninety-nine and a half cents; and in the order of time, those claims only which had been adjusted prior to the twenty-fourth of January last, were covered by the appropriation. The following is the distribution made by the board:

To the treasurer, to be retained as above stated,	821,281 93
To the superintendents for the payment of judgments,	6,168 05½
To the superintendents for the payment of offers made by the canal commissioners,	28,633 42½
To the superintendents for the payment of awards of the board of appraisers of damages,	43,793 50

The offers made by the canal commissioners, and the awards of the appraisers, reported to the board since the sixteenth of June, added to the deficiency in the appropriation of last year, amounts to about twenty-five thousand dollars. Numerous appeals from offers of the board are now pending before the board of appraisers; in addition to which, demands for injuries done to private property along the new lines may be expected. The board, therefore, think that one hundred thousand dollars should be provided for damages already assessed, and for those that may be settled during the ensuing year.

The balance in the treasury on the first December last, was,	213,062 51
Received on Governor's warrants from the first December, 1831, to the first November 1832,	2,964,953 39
Refunded by J. P. Bull,	943 17
Do. by Wm. Dickson,	490 84
	<hr/> 1,433 01
	<hr/> \$3,179,449 91

There has been paid by the treasurer of the board, from the first December, 1831, to the first November 1832,

To the canal commissioners and appraisers, &c.	8,012 50
On account of work on new lines,	2,264,114 23
On account of new work on old lines,	88,237 97
On account of damages,	55,839 76
On account of repairs,	375,971 98

Whole amount paid,	2,792,176 47
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Balance in the treasury, November first, 1832,	\$387,273 44
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There will be added this year to the finished portion of the public works, four miles of towing path along the pool of the Nanticoke dam, two miles of towing path along the pool of the Muncy dam, eight miles and two hundred and twenty-seven perches upon the Columbia line of the Eastern division, and thirty-eight miles and one hundred and fifty-four perches upon the Frankstown line of the Juniata division, also twenty-two miles of the eastern end of the Columbia and Philadelphia rail-road, excepting the viaduct over the river Schuylkill, making seventy-five miles and sixty-one perches.

The whole extent of the public works now ready for use, is five hundred and one miles, one hundred and forty-one perches of canal and rail road, and one mile of navigable feeder, to wit:

			Feeder.	
	Miles.	Perches.	Miles.	Perches.
A canal from Bristol to Easton, upon the Delaware,	59	240		
A rail road from Philadelphia towards Columbia,	22	000		
A canal and slackwater from Columbia, up the Susquehanna and Juniata rivers to Hollidaysburg, at the eastern base of the Allegheny mountain,	171	246	1	000
A canal and slackwater, from the western base of the Allegheny mountain, at Johnstown, to Pittsburgh,	105	000		
A canal from the junction near the mouth of the Juniata, on Duncan's Island, up the Susquehanna to Northumberland, and thence up the North Branch to the mouth of Solomon's creek, in Luzerne county,	96	295		
A canal on the West Branch of the Susquehanna, from Northumberland to the head of the pool of Muncy dam, in Lycoming county,	26	160		
The French creek feeder,	19	160		
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Canal, rail-road and feeder ready for public use,	Miles,	501 141	1	000
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The works authorized and in progress, are,

The Columbia and Philadelphia rail-road, from the western termination of the twenty-two miles finished to Columbia,	59	171		
The Allegheny portage rail-road, from Hollidaysburg to Johnstown,	36	221		
A canal on the West Branch of the Susquehanna, from the pool of Muncy dam to Bald Eagle,	40	018	4	056
A canal from the pool of the Nanticoke dam, on the North Branch to the mouth of the Lackawanna,	12	316		

	Miles.	Perches.	Feeder.	
			Miles.	Perches.
A canal and slackwater on the Big Beaver river, from Newcastle, in Mercer county, to the Ohio river at Beaver,	24	240		
A canal and slackwater from the Frenck creek feeder to the Allegheny river, including the north and west ends of the feeder,	25	224		
The Lewisburg cross-cut on the West Branch of the Susquehanna,		200		
A navigable feeder from the South Branch, at Hollidaysburg, upon the Frankstown line of the Juniata division,			3	040
A navigable feeder from Stony creek to the Ligonier line of the Western division, at Johnstown, to be placed under contract,			1	160

	200	110	8	256
Add the finished works,	501	141	1	000

Grand total of works finished and in progress, Miles, 701 251 9 256

The whole extent of Pennsylvania works when those authorized are completed will be seven hundred and one miles, two hundred and fifty one perches of canal, slackwater and rail-road, and nine miles and two hundred and fifty six perches of navigable feeder. And there will be a communication by canal from the termination of the Lehigh canal and of the Morris canal at Easton to Bristol, a port of entry upon the Delaware eighteen miles above Philadelphia. And a communication by rail-road canal and slack water from Philadelphia to Pittsburg. From Philadelphia to the head of the Wyoming valley in Luzerne county, extending through the great body of anthracite coal, upon the North branch of the Susquehanna river, and to the vicinity of the bituminous coal beds in the Allegheny mountain in Lycoming county, upon the West branch of the Susquehanna. There will also be a canal and slackwater from Newcastle in Mercer county, to steam boat navigation on the Ohio river, at Beaver, and from a point on French creek three and one half miles above Meadville, and also from Conneaut lake, in Crawford county, to the mouth of French creek at Franklin to which point steam boats ascend the Allegheny river.

In obedience to the act of the fourth of May 1832 requiring the canal commissioners to report the amount of tolls received by each collector on the Pennsylvania canal and rail-road and also a statement or statements showing the amount of property in tons or otherwise and the kinds thereof conveyed on said canal and rail-road, the following tables are annexed to this report marked A, B, C, D and E; they exhibit the tolls and tonnage of the several articles conveyed on the canal, and also their description at four of the principal collectors offices.

From the desultory nature of the trade, which is only commencing on the public works, it has been found impossible to make these tables as complete as may be desirable, but measures will be taken hereafter to render the returns more full and comprehensive.

The provisions of the resolution of the thirtieth March 1832 appropriating seven hundred dollars for the construction of a chute in the dam across Penn's creek at Snyder's mill have been carried into effect. The work is completed and paid.

The Governor is authorized by the act of the twenty-third February 1832, to incorporate a company to make a rail road between Philadelphia and Trenton in New Jersey. "Provided that the said company shall not be allowed to construct said rail-road until the board of canal commissioners of Pennsylvania shall examine the location and be of opinion that the route of said rail-road will not interfere with the most eligible route for a canal from Bristol to the city of Philadelphia." To form a correct opinion whether the route of said Rail-road would interfere with the most eligible route for a canal it became necessary for board to have the canal route surveyed. This has been done, and as soon as the report of the engineer is received it will be communicated to the Legislature.

The claims of David Leech, James Murry, Arthur Toner, and Bargy and Henry have been examined, in conformity with the acts and resolutions of the Legislature requiring the canal commissioners to examine and settle their respective demands. Some of them are paid and the others will be settled in a few days. The claim of Andrew Boggs will be made the subject of a special report.

Signed by order of the board.

JAMES CLARKE, President.

FRS. R. SHUNK, Secretary,

Harrisburg, November 1, 1832.

A.—Statement shewing the amount of tolls received by the several Collectors on the Pennsylvania Canal, within the last year, together with the amount in tons of property, conveyed from their several offices during the season.

Place of collection.	PROPERTY CONVEYED.		PASSENGERS.	No. of boats clear'd	Toll paid in- to the Treasury.		Additional toll rec'd by Coll'rs. until 31 Oct. 1832.	
	East and South.	West & North.	Miles travelled.		Dolls.	Cts.	Dolls.	Cts.
	nett tons	nett tons						
Harrisburg,	6,316	10,193	12,075	1,189	16,864	64		
Lewistown,	4,244			322	5,654	77		
Huntingdon,	984		54,020	205	1,500	00	73	08
Blairsville,	1,011	2,632	50,445	366	4,720	00	137	73
Leechburg,	115	3,409		173	1,793	26	510	91
Pittsburg,	1,285		29,995	291	884	32	471	80
Northumberl'd	3,364			121	4,506	43		
Berwick,	3,116	321	6,253	214			1,398	02
Easton,	16,074			681	5,325	00	938	18
Bristol,		2,000		1,438	2,718	19	810	93
Portsmouth out let locks,						364 66		
Bridge at Dun- can's Island,					3,370	62		
Bridge at Nor- thumberland,					1,441	52		
Aqueduct at Pittsburg,					1,710	66		
Do. near Free- port,					205	22		
Do. at Dun- can's Island,					50	28		
Total,	36,509	18,555	152,788	5,000	50,909	57	84,340	65
							50	909 57

Amount collected up to October 31, 1832,

\$55,250 22

B.—Statement of property conveyed on the Pennsylvania Canal, from Harrisburg, during the season of navigation, in the year ending on the 31st October, 1832.

ARTICLES.		Eastward.	Westward.
Agricultural productions,	Tons,	1,987½	847½
Plaster, salt, fish, &c.	"	113½	5,954½
Merchandise,	"	10½	1,587
Iron,	"	590	240
Mineral coal,	"	622	124
Domestic spirits,	"	490	18½
Sundries,	"	2	1,205½
Furniture,	"	5	92
Lumber,	Feet,	642,012	87,737
Shingles,	Thousand,	382,200	124,500
Posts and rails,	Hundred,	3,958	
Hoop poles,	"	88,204	
Wood,	Cords,	1,730	5
Passengers,		148	657
Number of boats cleared,		488	701

Fifty-four thousand, one hundred and seventy-eight miles, is the aggregate distance for which the above boats were cleared.

C.—Statement of property conveyed on the Pennsylvania Canal, eastwardly, from Pittsburg, during the season of navigation, in the year ending on the 31st of October, 1832.

DATE.	Agricultural productions.	Merchandize.	Iron castings and nails.	Sundries.	Stone.	Brick.	Shingles.	Lumber, boards,	Wood.	Bark.	Passengers.	Number of boats cleared.
	Tons.	Tons.	Tons.	Tons.	Perches.	Thous. sand.	Thous. sand.	Feet.	Cords.	Cords.	Miles trav'ld	
1832.												
July,	35	2 $\frac{1}{2}$	3 $\frac{1}{2}$	1					18			10
August,	104	17	28	9				40,850	48	32	15,481	94
September,	95 $\frac{1}{2}$	15	76 $\frac{1}{2}$	3	20	82,500	21,000	50,400	132	45	14,482	101
October,	96 $\frac{1}{2}$	33	74 $\frac{1}{2}$	3	25	7,500		1,800	92		32	86
Total,	331	67 $\frac{1}{2}$	182 $\frac{1}{2}$	16	45	90,000	21,000	93,050	290	77	29,995	291

D.—Statement of property conveyed on the Pennsylvania Canal, from Blairsville, during the season of navigation, in the year ending on the 31st of October, 1832.

DATE.	Agricultural productions.	Flour.	Iron.	Salt.	Mineral coal.	Merchandize.	Groceries.	Hard and Queensware.	Spirits.	Furniture.	Sundries.	Stone.	Lumber.	Staves, Shingles and Hoop poles.	Passengers. No. of miles.	Number of boats cleared.
1832.																
March,	20	4 $\frac{1}{4}$	17	6			$\frac{1}{2}$		1 $\frac{1}{2}$		$\frac{1}{2}$		20,270	9	330	5
April,	34	5	7 $\frac{1}{2}$	5	4	3 $\frac{1}{2}$	1	$\frac{1}{4}$	5	$\frac{1}{2}$	1 $\frac{1}{4}$				368	12
May,	1 $\frac{1}{2}$	12 $\frac{1}{4}$	33 $\frac{1}{2}$	16 $\frac{3}{4}$			2	$\frac{1}{4}$	8 $\frac{1}{2}$		4 $\frac{1}{4}$	140		21	268	36
June,	15 $\frac{1}{2}$	6 $\frac{1}{4}$	86	175 $\frac{3}{4}$		3 $\frac{3}{4}$	$\frac{1}{2}$	2	10	1 $\frac{1}{4}$	3 $\frac{3}{4}$	24		10 $\frac{1}{2}$	599	52
July,	14	11 $\frac{3}{4}$	333 $\frac{1}{2}$	183	7 $\frac{1}{2}$	17 $\frac{1}{2}$	9	5	7	5 $\frac{1}{2}$	6			$\frac{1}{2}$	14,068	59
August,	13 $\frac{1}{2}$	7 $\frac{1}{2}$	374	180	1	65	12 $\frac{1}{2}$	30 $\frac{1}{2}$	9 $\frac{1}{2}$	6 $\frac{3}{4}$	$\frac{1}{2}$		10,054	11	15,066	74
September,	10	3	630 $\frac{1}{2}$	174	91 $\frac{1}{2}$	46 $\frac{3}{4}$	2	12 $\frac{1}{4}$	12 $\frac{3}{4}$	2 $\frac{3}{4}$	19 $\frac{1}{2}$		300		19,146	61
October,		6	587 $\frac{1}{2}$	70 $\frac{1}{2}$												67
Total,	108	56	2,069	761	104	137	41	50	57	17	36	164	30,624	52	50,445	366

E.—Statement of property conveyed on the Pennsylvania Canal, from Easton, during the season of navigation, in the year ending 31st October, 1832.

DATE.	1832.	Tons.	Tons.	Tons.	Tons.	Thous'd	Hundred.	Number of boats cleared.	Amount of tolls received.
June,	.				226	30		13	48 23
July,	.	27			873			57	306 44
August,	.	99½		2	715			44	337 59
September,	.	82	4½	35	5,553	15	15	237	2,282 06
October,	.	578	2½	46	6,986	24	18½	330	3,288 86
Total,	.	786½	7	83	14,353	69	38½	681	6,263 18